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Village Parking Plan

PARKING within the Village Redevelopment Area has long been a constraint in the revitalization of Carlsbad Village because of the difficulties in accommodating parking requirements on the small parcels throughout the area. This condition substantially inhibits creative and desirable building use changes, expansion of successful businesses and the redevelopment of properties to more appropriate uses. Given the relatively high land costs, small properties have just not been able to generate enough revenue producing space and still accommodate the required parking. In general, the basic parking requirements are reasonable based on parking demand for various land uses. However, the Redevelopment Agency has determined that options need to be available to developers/property owners for meeting the on-site parking requirements.

The primary purpose of this parking plan is to use parking policies and standards as tools to achieve Village revitalization. The objectives of the parking plan are as follows:

1. To establish parking requirements and options to providing parking that are an incentive for new investment in the Village.
2. Increase the utility of existing parking resources and the overall supply of parking as needed to accommodate relocated and newly-recruited businesses and new customers.
3. Control the design and configuration of parking facilities to promote a storefront shopping environment.

Unless otherwise specified within this Village Master Plan and Design Manual, the parking standards set forth within this Chapter shall apply to all properties within the Village Redevelopment Area for the applicable land use. Chapter 21.44 (parking) of the Carlsbad Municipal Code shall be referenced for regulation purposes only on matters which are not specifically addressed within this Chapter of the Village Master Plan and Design Manual.

Minimum Parking Requirements

Minimum Parking Requirements

The parking standards for on-site parking for the properties located within the Village Redevelopment Area are set forth in the charts which following this page. The requirements set forth within the following charts reflect the shared trip and high turnover characteristics of parking in a neighborhood-oriented commercial district, such as the Village Redevelopment Area. The applicant for a project or a land use change shall be required to satisfy the on-site parking requirements as set forth within this Chapter. The applicant may satisfy the parking obligation by providing the parking on-site or by receiving approval to implement one of the options noted in the “Parking Options” section of this Chapter, provided, however, that the in-lieu fee option shall only be permitted for those properties located east of the AT&SF Railroad right-of-way.

Converting Uses

Space may be converted from one approved use to another approved use without additional parking provided both uses have the same parking requirements according to the parking requirements set forth within this Chapter of the Village Master Plan and Design Manual.

The applicant for a change in use must refer to Chapter 7 of this Village Master Plan and Design Manual to determine if a redevelopment permit is required for the subject use conversions. The project may either be exempt from a redevelopment permit or require an administrative redevelopment permit.

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Village Parking Requirement Tables

Retail Business	1 space per 300 square feet of gross floor space.
Commercial (General) Includes ATMs, copying/duplicating services, word processing services, dry cleaners, laundromat, beauty and barber shops, cosmetic services, nail salons, shoe/garment repair, travel agent, etc.	1 space per 300 square feet of gross floor space.
Automotive services Includes painting/detailing, service/repair, towing, gas/service station with bays, gas/service stations with mini-mart, car wash, etc.	4 spaces per work bay through 3 bays and 2 spaces per bay in excess of 3. Work bays do not count as parking spaces. If no work bays, 1 space per 300 square feet of gross floor space, excluding gas pumps.
Child Care Center	1 space per employee plus a minimum of 1 space per 10 children.
Professional Care Facility	.45 parking spaces per every bed.
Self-Improvement Services Includes aerobic/exercise studio, business and professional schools, dance and music studio/school, health spa, and martial arts studio.	1 space per 35 square feet of gross floor space.
Fast Food Restaurant (large and small) with seating inside or outside	1 space per 200 square feet of gross floor space.
Quick Stop Food Includes coffee house, tea rooms, convenience store, self-service restaurant, take-out food establishment.	1 space per 200 square feet of gross floor space.
Sidewalk Cafe (on public property)	No additional parking required.
Restaurant (with or without entertainment)	1 space per 100 sq.ft. of gross floor space for facilities less than 4000 sq.ft., for facilities larger than 4000 sq.ft. 40 spaces plus 1 space per 50 sq.ft., of gross floor space in excess of 4000 sq.ft.
Outdoor Cafe (on private property)	No additional parking required if outdoor seating is equal to or less than amount of indoor seating; 1 space per 100 sq.ft. of gross floor space for outdoor seating area which exceeds amount of indoor seating.

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Village Parking Requirement Tables (Cont'd)

Microbrewery	If incidental to a restaurant use, 1 space per 300 sq.ft., of gross floor space. If sole use, 1 space per 50 sq.ft., of gross floor space.
Amusement Games Arcade Includes video games, pinball machines, other mechanical and electronic amusement devices.	1 space per 100 sq.ft., of gross floor space.
Bar/Cocktail Lounge	1 space per 50 sq.ft., of gross floor space.
Cinema	1 space per each 5 seats.
Cultural Facilities	Museums: 1 space per 500 sq.ft., of gross floor space. Performing Arts: 1 space per 5 seats or 1 space per 100 sq.ft., of assembly area, whichever is greater.
Night Club	1 space per 50 sq.ft., of gross floor space.
Pool Hall/Billiard Parlor	1 space per table.
Sports Entertainment Uses	Bowling Alley: 1 space per 6 lanes. Ice/Roller Rink: 1 space per 200 sq.ft., of gross floor space. Swim Clubs: 1 space per 35 sq.ft., of pool area. Tennis Clubs: 3 spaces per court.
Professional Office: Includes business and medical offices.	1 space per 300 sq.ft., of gross floor space.
Financial Institutions Including banks, savings and loans, and credit unions.	1 space per 250 sq.ft., of gross floor space.
Bed and Breakfast Inns	2 spaces (including 1 covered) for owner's unit plus 1 space per guest room.
Hotel/Motel	1.2 spaces per room.
Single Family Dwellings	2 car garage.
Multi-Family Dwellings	Condominiums: 2 standard spaces per unit with 1 being covered (exception 1.5 spaces per unit for studios with 1 being covered). Guest Parking: .5 spaces per unit up to 10 and .3 spaces per unit in excess of 10. Apartments: 1.5 spaces per unit for studio and 1 bedroom; 2 spaces per unit for 2 bedroom or more. Guest Parking: .5 spaces for each unit up to 10 and .25 spaces per unit in excess of 10.

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Application of Parking Requirements

The above parking requirements shall apply to all projects within the Village Redevelopment Area. When the parking requirement is not specified herein, it shall be determined as provided in Chapter 21.44 based upon requirements for the most comparable use specified herein or in Chapter 21.44 of the Carlsbad Municipal Code. If Chapter 21.44 allows the Planning Director to make the determination, the Housing and Redevelopment Director shall be authorized to make the determination for projects within the Village Redevelopment Area.

Mixed Use Parking Ratios may be used for calculating the on-site parking requirements for a project within the Village Redevelopment Area if, and when, there are clearly identifiable service or business areas within a building which justify the mixed parking ratio. No administrative or regular redevelopment permit may be granted, however, unless the decision maker finds that use of the mixed parking ratio will not have an adverse parking impact on surrounding land uses.

A maximum of forty percent (40%) of the total number of parking spaces provided on-site may be constructed to meet the requirements of a small or compact vehicle, as defined in the Carlsbad Municipal Code.

Parking Options

Providing required parking on-site is not the only option available for meeting the parking requirements set forth in this Chapter of the Village Master Plan and Design Manual. The following options are also available:

1. Lease arrangements for providing joint or shared parking in existing or new parking lots for one or more developments may be permitted on a case by case basis.

Chapter 21.44 of the Carlsbad Municipal Code outlines the conditions under which a joint/shared parking arrangement may be permitted by the Redevelopment Agency for two or more development projects, or businesses, within the Village Redevelopment Area. In the Village Redevelopment Area, however, shared parking arrangements may be permitted with distances of 300 feet between the parking and the subject developments/businesses requiring the parking. This is an exception to the regulations outlined in Chapter 21.44 of the Municipal Code for projects located within the Village Redevelopment Area only.

The Housing and Redevelopment Director must evaluate the feasibility of a joint/shared parking arrangement between private parties and then make a recommendation to the Design Review Board for consideration of approval. If the Design Review Board does not have final approving authority, the Board must then make a recommendation to the Housing and Redevelopment Commission as to whether or not the parking arrangement should ultimately be approved to assist in the subject development.

Banks are an example of a type of business that has an on-site parking lot which may be underutilized during the evenings and weekends. A restaurant which is open only evenings and weekends may be able to receive approval for a joint/shared parking arrangement with the bank.

2. Provision of parking for a specific development or business on another private lot within at least 300 feet of the subject development or business.

Under this option, a developer or business owner may purchase additional property, or enter into a long term lease for additional property, within 300 feet of the property for the subject new development or business and meet the required on-site parking on this separate property. This option may be used by several businesses or developers to meet individual parking requirements. One or more developers/business owners could arrange to provide parking for their individual developments or businesses in a central location within 300 feet of each development or business. All of the developers/business would be responsible for on-going maintenance of the joint/shared parking lot.

The Housing and Redevelopment Director must evaluate the feasibility of this type of a joint/shared parking arrangement between private parties and then make a recommendation to the Design Review Board for consideration of approval. If the Design Review Board does not have final approving authority, the Board must then make a recommendation to the Housing and Redevelopment Commission as to whether or not the parking arrangement should ultimately be approved to assist in the subject development.

This option would be similar to a parking district which assesses property owners for the provision of parking for customers or patrons to the area.

3. In-Lieu Fee may be paid toward maintenance of existing, or development of future, public parking facilities for properties in areas of the Village Redevelopment Area which are located east of the AT&SF railroad right-of-way. An in-lieu fee parking program shall only be permitted in the remaining redevelopment area west of the railroad right-of-way when it can be demonstrated that 1) a bonafide fee has been established to implement such a program; 2) specific sites have been identified where parking facilities will be constructed; and 3) detailed

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criteria and procedures have been established for the annual assessment of parking utilization subject to the completion of a parking study or other technical information. The broader program must be first reviewed and approved by the Coastal Commission as a separate LCP Amendment for all areas of the Village west of the AT&SF railroad right-of-way.

Parking In-Lieu Fee Program

The In-lieu (Impact) Fee Program pools fees for all districts within the Village to support the development and maintenance of public parking. Fees are based upon a determination of the estimated cost of providing an above ground structured parking space, including land, construction, soft costs and maintenance. The In-lieu Fee payment will always be made for a whole parking space.

Fees collected will be deposited into an earmarked, interest-bearing fund to be used for construction of new, or maintenance of existing, public parking facilities within the Village Redevelopment Area. The funds are pooled because all of the land use districts within the Village share a common trade area and all are part of a coordinated revitalization strategy. A public parking facility which may have direct benefit for one district will have indirect benefits for other districts and for the Village as a whole.

Two aspects of the In-lieu Fee Program are essential to understand:

1. **The funds are put toward development, or maintenance, of shared Village public parking facilities.** They do not result in a reserved parking space or spaces for those who pay the fees. Reserved parking conflicts with the objective of maximizing the utility of all parking resources.
2. **In-Lieu fees alone are not likely to equal the entire cost of new parking facilities on a per space basis.** They will need to be matched or leveraged with other funding sources. Because they are intended to function as an incentive, in-lieu fees are not expected to cover the cost of remedying existing parking deficits. In-lieu fees will also reflect the fact that public parking will be shared resulting in better utilization and relatively lower costs in comparison to the cost of exclusive on-site private parking.

For the purposes of determining participation in the Village Parking In-Lieu Fee Program, the Village is hereby divided into two (2) parking zones as shown on Figure 16. Developers/property owners will be eligible to participate in the program according to the parking zone in which they are located and if the following findings can be made.

No redevelopment permit will be issued unless the appropriate decision-maker finds that:

1. The project is consistent with the goals and objectives of the Village Master Plan and Design Manual; and
2. The use is consistent with the land use district in which the property is located; and
3. Adequate public parking is available within the Village to accommodate the project's parking demand; and
4. The In-Lieu Fee Program has not been suspended or terminated by the Housing and Redevelopment Commission.

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Parking Zones

Figure 16 identifies the zones for the In-lieu Fee Parking Program. The participation restrictions outlined below correspond to the appropriate zone number.

ZONE NO. 1

Developers/property owners within this zone may be allowed to make an In-lieu Fee payment for up to one hundred percent (100%) of the on-site parking requirement for the proposed new development, conversion and/or intensification of use if the property is located within 600 feet of an existing public parking facility. (See Figure 17 for existing public parking facility locations.)

If the property is not located within 600 feet of an existing public parking facility but a new facility is proposed to be constructed within a period not to exceed two (2) years, a developer/property owner will be eligible to make an in-lieu fee payment for up to 100% of the on-site parking requirement.

If the property is not, and will not soon be, located within 600 feet of an existing or proposed public parking facility, a developer/property owner will be eligible to make an in-lieu fee payment for a maximum of 50% of the on-site parking requirement.

ZONE NO. 2

Developers/property owners within this zone may be allowed to make an In-lieu Fee payment for up to fifty percent (50%) of the on-site parking requirement for the proposed new development, conversion and/or intensification of use if the property is located within 600 feet of an existing public parking facility. (See Figure 17 for existing public parking facility locations.)

If the property is not located within 600 feet of an existing public parking facility but a new facility is proposed to be constructed and available for use within a period not to exceed two (2) years, a developer/property owner will be eligible to make an in-lieu fee payment for up to 50% of the on-site parking requirement.

If the property is not, and will not soon be, located within 600 feet of an existing or proposed public parking facility, a developer/property owner will be eligible to make an in-lieu fee payment for a maximum of 25% of the on-site parking requirement.

Public Parking Resource Management

In order to manage the existing public parking resources for the In-lieu Fee Program and ensure timely construction of new public parking facilities, the Housing and Redevelopment Department shall conduct an annual Village Parking Utilization Survey. The Housing and Redevelopment Department may conduct the survey at any time when deemed appropriate and/or necessary to ensure the timely construction of new public parking facilities and continuation of the In-Lieu Fee Program; this may be on an annual basis or several times a year. Upon reviewing the survey results, if the Department finds that there are insufficient public parking resources during peak hours/days to accommodate additional requests from developers/property owners to make an In-lieu Fee payment for on-site parking in either zone, the Department shall recommend to the Housing and Redevelopment Commission that this policy be temporarily suspended until additional parking capacity has been provided or is sufficiently committed to ensure the timely development of additional public parking facilities.

By annually reviewing the status of the In-lieu Fee Program and plans for constructing new public parking facilities as appropriate, the Housing and Redevelopment Commission will ensure that implementation of this parking program/option will **not** have a significant adverse impact on public parking resources within the Village Redevelopment Area.

The Housing and Redevelopment Commission shall annually determine the appropriate public parking utilization ratio to be considered in determining whether or not there are adequate public parking resources available to continue the program.

Setting the Parking In-lieu Fee

The methodology for determining the In-lieu Fee Parking Fee and the respective amount of the fee shall be fixed by a schedule adopted, from time to time, by resolution of the Housing and Redevelopment Commission, in accordance with the Housing and Redevelopment Commission Policies and Procedures Manual

The fee shall be set at a given percentage of the total cost of providing a single above ground structured public parking space; the percentage shall be set by the Housing and Redevelopment Commission as part of the "method" for determining the fee. This percentage shall recognize the fact that the in-lieu fees will need to be matched or leveraged in order to produce public parking for the Village and that public parking will be jointly used by developers paying the In-lieu Fee. The fee is not expected to cover the entire cost of providing a single space of public parking. The fees will be pooled and matched/leveraged to produce additional parking facilities.

For more details on the methodology to be used for establishing the fee for the program, reference should be made to the Housing and Redevelopment Commission Policies and Procedures Manual.

Parking Zones for In-Lieu Fee Program

Figure 16 provides a map which sets for the boundaries for the two (2) zones for the In-Lieu Fee Parking Program. The participation restrictions outlined in the previous pages correspond to the zone number indicated on the following map shown in Figure 16. Figure 17 provides a map of the various public parking lots which are located within the Village Redevelopment Area. As outlined in the previous pages on the In-Lieu Fee Program, the location of the public parking lots is used to determine the percentage of the on-site parking requirement which can be satisfied through payment of a parking in-lieu fee.

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Public Parking Resources

A 51 Spaces

B 56 Spaces

C 50 Spaces

D 77 Spaces

E 39 Spaces

F 33 Spaces

G 29 Spaces

H 30 Spaces

I 15 Spaces

J 150 Spaces
(NCTD Property)

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Parking Management Plan

A common problem within downtown areas is that of merchant and employee utilization of **prime** customer parking. In the Village Redevelopment Area, the Redevelopment Agency will implement two (2) programs for parking management purposes.

First, in the core downtown area (see Figure 18 for the boundaries), all on-street parking will be limited to **two (2) hours maximum (no less)**, unless a street or portion of the street has already been posted as a "no parking area" such as Carlsbad Village Drive or has a more restrictive time constraint. If not already posted, the Redevelopment Agency will work with the City's Traffic Commission and City Traffic Engineer to approve the two (2) hour parking restriction and the appropriate signs in accordance with the policy of so restricting traffic in the areas indicated on Figure 18. The Agency will work with the City's Police Department for enforcement of the two (2) hour parking restriction.

All public parking lots within the core downtown area shall remain with unlimited parking - no time restrictions. The lots will be available for merchants/employees in the Village who need all day parking and/or customers who will be in the area for longer than two (2) hours.

Second, in all areas of the Village, the Redevelopment Agency will work with the Village Business Association to establish a program designed to encourage merchants and their employees to use non-prime parking in an effort to make the prime parking available to customers of all businesses in a given area. If efforts to gain voluntary compliance are unsuccessful, the Agency will work with the Village Business Association to establish a Parking Management Plan which may be much more aggressive and tailored to specific downtown problems. The compliance measures for the Plan could range from employee parking stickers, to license plate checks and fines.

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Parking Improvements

Parking improvements within the Village Redevelopment Area shall reflect the following policies:

1. Improvements should enhance both real and perceived supply of parking.
2. Shared lot arrangements should be established or facilitated wherever possible. Most areas within the Village do not have a supply problem as much as a utility and distribution problem.
3. To minimize visual impacts and disruption of commercial frontages, new lots should be constructed off the main thoroughfares. They should be distributed throughout the Village, rather than concentrated in a single location. They should incorporate attractive design features and landscaping that complements the image of the Village.
4. Parking structures should be used when parking opportunities are constrained by land availability or negative impacts on adjacent commercial or residential fabric. If located on a thoroughfare, they should always include first floor commercial uses.

The map provided in Figure 18 indicates the boundaries of the area for two (2) hour parking restrictions with the Village Redevelopment Area. As shown on the map, the two (2) hour parking restrictions shall be limited to the core downtown area.

All on-street parking within area identified in Figure 18 will be restricted to two (2) hour parking, with approval of the appropriate ordinance by the City Council as recommended by the Traffic Commission. The two (2) hour parking restriction will not apply to public parking lots within the boundaries of the time-restricted parking area.

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IMPLEMENTATION STRATEGY